

Aruba Esso News

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Six Process, Colony Service Advances Listed

The promotion of K. E. Springer to Western Division superintendent in the Process Department heads a list of six promotions announced by the Process and Colony Service Departments.

Other changes included the promotion of L. F. Ballard to assistant division superintendent, Process-LOF; R. C. Busacker to process foreman, LOF; A. J. Salvageot to chef-Dining Hall; A. M. Vian, to chef-Hospital Kitchen; and H. L. Dammers to supervisor in the Colony Commissary.

Mr. Springer entered Lago service in 1934 as operator third class, and in the next three years passed through second and first class groups. In January, 1939 he was made shift breaker, and later that year assistant shift foreman. For a period of nearly three months in 1940 he was transferred from Aruba to the refinery at La Salina as assistant general superintendent. In 1946 he was promoted to shift foreman. Mr. Springer became assistant division superintendent in June, 1953. He acted as division superintendent beginning in May, 1956, when H. V. Locker was promoted to department head, Process, replacing G. L. MacNutt, who moved over to Mechanical Superintendent.

Mr. Ballard came to Aruba as a student engineer, TSD, after spending six months as an employee of Standard Oil Co. (N.J.). When he left for military service in December, 1942 he was shift leader. Returning to Aruba after the war, he served as chemist A in TSD and in November, 1946, was promoted to group head B. He transferred from the lab to Process in January, 1952 as technical assistant, and in July, 1953, was promoted to process foreman, blending.

Six months of employment with the then Standard Oil Development Company preceded Mr. Busacker's transfer to Aruba in December, 1948 as junior engineer. Promotions in TSD-Process included chemical engineer C.

(Continued on page 21)



CORNELIUS GEERMAN of the Marine Department grins happily as he accepts his 30-year award and certificate from F. W. Switzer in a recent management staff meeting.

CORNELIUS GEERMAN di Marine Department ta hari contentamente ora el ta acepta su premio pa 30 anja di servicio for di F. W. Switzer den un reciente reunion di management staff.

Geerman Marks 30 Years Employ

Cornelius L. Geerman, who has not a single deductible absence on his record, received a 30-year service award at the management staff meeting Jan. 16. F. W. Switzer made the presentation of the certificate and emblem while Marine Manager D. V. Newton and H. H. Garig and G. F. Ritchie, Mr. Geerman's supervisors in the Marine Department, watched.

Mr. Geerman began his service Jan. 15, 1927 in the Dry Dock. He worked later on the wharves, and transferred in 1941 to the Launches Division, now Floating Equipment Division, where he is still employed. His job now is launch helper A.

Mr. Ritchie described the 30-year man as "a small man, but a big worker," and told management staff that Mr. Geerman was, and had always been, an excellent workman during all the years he had known him.

C. Geerman A Cumpli 30 Anja

Cornelius L. Geerman, kende no tin un ausencia descontable ariba su record, a recibi un medalja pa 30 anja di servicio na Management Staff meeting di Jan. 16. F. W. Switzer a haci presentacion di e certificado y emblema mientras Marine Manager D. V. Newton, H. H. Garig y G. F. Ritchie, supervisornan di Sr. Geerman den Marine Department, tabata presente.

Sr. Geerman a cumenza su servicio Jan. 15, 1927, na Dry Dock. Mas despues el a traha ariba waaf, y a transferi na 1941 pa Launches Division, awor Floating Equipment Division, unda ainda el a traha. Awor su trabao ta Launch Helper A.

Sr. Ritchie a describi Sr. Geerman como "un hombre chiquito, pero un gran trabajador," y a bisa Management Staff cu Sr. Geerman semper tabata un trabajador excelente durante tur e anjanan cu el conoce'e.

Donovan Named Staff and Service Divisions Head

Former New York Overseas Advisor Replaces Smith

Clark Donovan was named superintendent of staff and service divisions Feb. 1 in an announcement made by President O. Mingus. In addition to the duties of this office, Mr. Donovan was also elected to the Board of Directors and appointed to the Executive Committee. Mr. Donovan takes over the positions held by Charles F. Smith, recently transferred to the New York office of the Standard Oil Co. (N.J.)

Mr. Donovan came to Aruba the middle of last year on loan from the Employee Relations Department of the Standard Oil Co. (N.J.). He left his position as overseas advisor to take over as head of Lago's Industrial Relations Department during the year J. V. Friel spent on special assignment in the parent company office.

Mr. Donovan first joined the company in April, 1938 in Lago's Process Department, later transferring to the Training Division then to the Mechanical Department. In 1943 he became training supervisor at the Bayonne (New Jersey) Refinery and later advanced there to employee relations manager.

In 1947 he became employee relations manager at Standard-Vacuum's operation in Sumatra, and traveled throughout the Far East on several employee relations assignments. Returning to the United States in 1948 he became assistant employee relations manager for Standard-Vacuum, and later advanced there to employee relations manager.

Six men marked a quarter-century of Lago service Feb. 6 when acting General Manager F. W. Switzer presented anniversary watches to them in ceremonies at the Reception Center.

Those honored were E. R. Moore, Mech.-Metal Trades; P. A. Weller, Mech.-Pipe; G. Rosel, Mech.-Garage; S. I. Frederick, Marine; R. Anthony, and J. W. Wathey, Process-LOF.

Four hundred and forty employees have already received the anniversary watches.

Donovan Nombrá S & S Superintendente

Clark Donovan a wordé nombrá superintendente di staff & service divisions Feb. 4 segun un anuncio do Presidente O. Mingus. Sr. Donovan ta tuma over e posicion ocupá door di Charles F. Smith, recientemente transferi pa oficina di New York di Standard Oil Co. (N.J.)

Sr. Donovan a bini Aruba na mita di anja pasá ariba préstamo di Employee Relations Department di Standard Oil Co. (N.J.). El a laga su posicion como advisor ultramar pa tuma over como hefe di Industrial Relations Department di Lago durante e anja cu J. V. Friel ta pasa ariba encargo special den oficina mayor di e compañía pariente.

Sr. Donovan a cuminza traha cu e compañía na April 1938 den Process Department di Lago, mas despues a transferi pa Training Division y despues pa Mechanical Dept. Na 1943 el a bira training supervisors na refineria di Bayonne na New Jersey, y a avanza aya pa posicion di employee relations manager.

Na 1947 el a bira employee relations manager na operacionnan di Standard-Vacuum na Sumatra, y a viaja den henter Lejano Oriente ariba encargan special den terreno di employee relations. Regresando Estados Unidos na 1948 el a bira assistant employee relations manager pa Standard-Vacuum, y e siguiente anja el a bira gerente. Na 1954 el a bini cerca e compañía pariente como un advisor ultramar.

"De Zeven Provincien" Visits Aruba On Training Cruise

7th Dutch Craft To Bear Name

eager to view one of the world's most modern vessels designed for sea warfare.

Aboard the ship on the training trip is a crew made up of 773 officers and men. She is commanded by Captain A. N. Baron de Vos van Steenwijk, a veteran of many years service in the Netherlands navy. Also aboard was Commodore J. J. Brouwer, squadron commander.

"De Zeven Provincien" is typical of modern warcraft - clean, packed with fire power and constructed for maximum protection not only to its crew but to its ability to maintain its "way." The engine rooms all have maximum protection and are not centered enabling the ship to continue under her own power even after suffering damaging hits. The crew's quarters are spread throughout the ship rather than concentrating manpower in any one section. These and many other safety devices for working, living and fighting have been built into this ultra-modern cruiser. So much so that many French and British newspapers have

(Continued on page 6)



Hr. Ms. DE ZEVEN PROVINCEN sits proudly in the water as one of the most modern naval craft afloat today. To many she is the pride of the Netherlands navy. Christened in 1950 by Queen Juliana, she is the seventh Dutch man-of-war to bear the historic name. Her original namesake was built in 1643.

Hr. Ms. DE ZEVEN PROVINCEN ta sintá orguysamente den awa como un di e mas moderno barco-nan naval en ta existi awentempo. E ta orgullo di flota Neerlandes. Bautizá na 1950 door di Reina Juliana, e ta di siete bapor di guerra Neerlandes pa carga e nombre historico. Su original tabata trahá na 1643.

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Summary of Rainfall Observations, October 1929-December 1956 (Data in Inches)

Year	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
1929	—	—	—	—	—	—	—	—	—	1.47	2.22	2.63	—
1930	1.26	Nil	Nil	0.53	Nil	0.22	Nil	0.20	0.63	0.85	1.66	2.38	7.73
1931	0.65	0.59	Nil	0.32	0.69	0.03	1.60	0.52	4.84	0.40	1.83	4.12	15.59
1932	2.66	0.30	0.10	Nil	1.30	0.70	0.55	0.82	1.73	1.65	9.71	3.85	26.37
1933	1.97	1.14	0.33	0.15	0.24	0.02	1.90	0.71	0.31	6.67	3.38	9.02	27.07
1934	4.59	0.20	0.10	0.02	Nil	0.33	0.14	1.17	0.17	1.00	4.60	1.51	12.91
1935	0.27	3.49	0.26	0.03	0.03	0.11	0.59	0.20	3.11	1.78	5.31	2.05	17.59
1936	0.34	0.21	Nil	0.10	0.01	0.16	1.54	0.04	2.85	2.59	3.33	2.23	14.03
1937	2.19	0.17	0.05	Nil	0.31	0.27	0.59	0.26	0.48	1.02	2.45	6.73	14.52
1938	2.65	1.88	1.70	2.13	0.35	0.15	1.69	2.28	0.21	2.68	11.85	3.23	30.63
1939	1.45	0.75	0.29	0.06	Trace	0.51	0.05	0.12	0.55	2.18	2.95	2.02	11.23
1940	0.15	0.09	0.10	0.06	0.43	0.08	0.37	0.23	0.78	0.21	5.30	1.12	8.93
1941	0.37	Nil	0.12	0.12	0.41	0.21	0.74	0.05	0.21	1.82	0.52	0.46	9.09
1942	1.07	0.16	0.02	0.21	0.03	0.18	0.55	1.31	1.87	2.59	3.86	5.92	19.79
1943	2.67	0.15	0.39	0.37	0.13	0.68	1.37	0.52	0.16	1.26	2.03	1.75	11.48
1944	0.91	0.38	0.30	0.91	5.50	0.75	0.81	0.35	0.51	1.67	12.10	7.00	31.19
1945	0.41	2.33	0.66	0.80	0.23	1.16	0.52	1.12	0.23	2.95	0.71	0.16	11.31
1946	1.39	1.89	0.10	0.23	0.71	1.61	0.41	0.23	0.01	0.55	6.85	8.67	22.65
1947	2.37	0.15	Trace	Trace	0.01	0.07	0.88	0.71	0.64	0.38	0.72	2.31	8.32
1948	1.19	0.75	0.17	0.81	0.61	0.32	0.62	0.50	0.58	0.67	2.15	1.24	9.97
1949	2.12	2.22	0.11	0.01	0.22	0.02	0.29	3.09	0.15	1.14	0.89	7.45	20.71
1950	7.88	2.71	0.98	3.31	2.21	2.61	0.99	0.95	0.08	3.58	8.85	11.92	14.16
1951	1.01	2.52	1.34	0.10	5.69	0.29	0.19	Trace	0.20	1.25	2.72	1.38	22.69
1952	3.04	0.11	0.01	0.02	Trace	1.60	0.80	1.29	1.10	0.95	2.06	5.03	16.01
1953	2.28	0.81	0.71	0.27	0.31	0.02	0.66	0.37	0.91	1.68	2.61	4.60	14.67
1954	1.58	5.71	1.03	0.67	0.11	0.12	0.97	0.51	1.19	9.19	2.80	2.38	26.62
1955	2.11	0.87	0.65	1.36	0.01	0.71	1.82	2.25	5.64	6.03	11.66	2.31	38.12
1956	8.95	1.69	0.19	0.39	0.32	0.32	0.53	1.70	0.90	7.73	2.50	8.12	36.10
Average	2.21	1.24	0.36	0.60	0.74	0.59	0.79	0.81	1.13	2.61	4.40	4.15	19.62

Yobida di 1956 Di Tres Mas Halto Den Boeki di TSD

Maske ta parce hopi hende cu awa a yobe na cantidad na Aruba anja pasá, nan no tin completo razon. Hopi awa a cai berdad na Aruba, pero no asina hopi manera hende ta kere.

Aruba a haya menos di 36.10 inch di yobida, e tercer anja bon di yobida desde 1929. E cifra di anja pasá tahata como dos inch menos cu e anja promer (1955) tempo cu e total tahata 38.42. Y e cifra aki, maske e ta un basta bon, ta poco menos cu anja 1950 tempo cu Aruba a haya 44.16 inch di yohida.

Anja 1956 a pone un record den historia di yobida. Jannari a muestra un yobida di 8.95 inch. Esaki tabata e yobida mas grandi anota pa Technical Service Department desde cu observacionnan a cuminza na 1929. E yobida na Januari tabata mucho mas eu e promedio di yobida pa e luna ahi cual ta 2.21. E tabata e luna di mas yobida di 1956.

Febrero a trece 4.59 inch, e total segunda mas halto y Augustus tabatin 1.70 inch y October 7.73 inch. December a bini cu 8.12 inch y tabata di tercer grandi, y di segunda mas halto pa 1956 cu solamente 0.83 despues di Januari. E yohida total di 36.10 tabata hopi mas halto cu e promedio di 19.62 pa anja.

Ta interesante cu siendo cu anja 1956 tabata di tercer den yobida na historia di TSD, solamente cinco luna a surpasa e yobida promedio. E resto tabata lenw bao di e promedio y a duna Aruba lunanan largo di tempo seco. Y e lunanan aki tabata di Maart te Angustus. Den e periodo aki lo mas hopi cu a cai den un luna tahata 0.81 inch. Maart tabata e luna di mas seco cu apenas 0.36. E unico otro luna eu a cai bao di e promedio tabata Novemher. E tabatin 2.50, casi dos inch bao di e yobida promedio, un triste 12 inch hao di e yobida record pa un luna di 14.66 estableci den di diez-un luna di 1955.

Cinco Empleado Veterano A Laga Servicio di Lago

Cinco empleado veterano a laga de ta na punto pa laga servicio di compania.

Walter N. Richardson lo retira Maart 1 como Machinist A den machinist craft. El a cuminza traha en Lago na Febrero, 1928 como lahorer y a ascende door di varios rango helper y tradesman promer cu el a bira machinist na 1936. El ta nativo di Anguilla, pero el lo keda na Aruba despues di su retiro.

Retirando despues di casi 24 anja di servicio, Eusebio Hernandes, pipefitter helper A, a traha a traha como lahorer, helper y pipefitter helper. E ta Arubiano y ta keda iba aki.

Tambe lagando Lago ta Jan S. Eman, process helper B, Process C. & L. E. Albert J. Tjie Alo, pump, Process-LOF, y J. V. Monroe, verfdó, Mechanical.

Sr. Eman tin poco mas di 22 anja di servicio, y a cuminza traha na Januari 1935 como operator tercer clase; awor el ta process helper "B".

Drentando servizio na December 1938 Sr. Tjie Alo a traha successivamente como laborer, process helper y controlman den Acid & Edeleanu promer cu el a ascende pa posicion di pumper den L.O.F. na Febrero 1951.

Den poco mas cu 15 anja di servicio Sr. Monroe no tabatin ausencia descontable. El a traha den Yard

Schedule of Paydays

Semi-Monthly Payroll
February 1-15 Saturday, Feb. 23

Monthly Payroll
January 1-31 Saturday, Feb. 9

Jensen Retires With 27 Years Company Service

Danish-born Paul E. Jensen retired Feh. 1 with nearly 27 years of Lago service. Between March 17, 1930 and his retirement date, Mr. Jensen rose from instrumentman to general foreman in the Mechanical Department.

In 1931, the year after he began work, he was made an instrumentman first class, and in the succeeding years was promoted to subforeman, assistant foreman, foreman and general foreman. For two years, 1947 to 1949, he was on special assignment in the Mechanical Department as training coordinator, assistant division superintendent and general foreman. He became general foreman of the Instrument Craft when it was transferred to the Mechanical Department.

He also served for some time as a member and later as chairman of the Coin Your Ideas Committee.

Before coming to Lago, Mr. Jensen served in the U.S. Merchant Marine. He will live in St. Croix, V.I. during his retirement.

President Odis Mingus acted as host at Mr. Jensen's retirement luncheon; G. L. MacNutt reviewed his service record.

Two or three old-timers of the same vintage as Mr. Jensen recall the time he was almost fired for being right. It seems that the clocks in the powerhouse some years back were not the same precision instruments they are now. Thus it was necessary every day to send a man down to the harbor and check the time on a ship's chronometer. One day it developed that the clocks by which the whistles were blown were 15 minutes late. Mr. Jensen moved them up, and when knocking-off time came around, off went the whistles. The general superintendent at the time call to find out who set the clocks ahead and passed the word "fire him."

It took a great deal of intercession to save Mr. Jensen's job.

Oloshi di Servicio Presentá na Seis

Seis homber a marca un cuarto siglo di servicio cu Lago Feb. 6 ora Gerente General Interino F. W. Switzer a presenta oloshi di aniversario na den den ceremonianan na Reception Center.

Esnan cu a worde honrá tabata E. R. Moore, Mech-Metal Trades; P. A. Weller, Mech-Pipe; G. Rosel, Mech-Garage; S. I. Frederick, Marine; R. Anthony, y J. W. Wathey, Process-LOF.

Cuatro ciento y cuarenta empleados anan ya a recibi olishinan di aniversario.



P. E. Jensen

Compania Jersey ta Yuda Ex-Employee Donan Hungaro

Standard Oil Co. (N.J.) a anuncia Jan. 11 un programa emergente pa asisti den un bida nobo na Estados Unidos e refugiodonan yegando di Hungria y cu tabata empleado door di e afiliado Hungaro di e compania cu e gobierno comunista a confisca mas cu ocho anja pasá.

Empleadonan di MOART, e compania confisca, lo worde yudá den buscamento y establecimiento di carera nobo, Jersey Standard a hisa.

MAORT tabatin como 4000 empleado Hungaro tempo cu e compania a worde confisca na 1948. Asina lenw cuatro empleado anterior a yega Estados Unidos y ta participando den e programa.

Segun e plan di Jersey Standard, anterior empleadonan cu haya refugio den Estados Unidos lo recibi \$150 ora nan yega, te tres luna di ayuda y asistencia pa haya empleo permanente. E suma di ayuda, hasá arriba estado di familia de cada empleado, ta varia di \$35 te \$55 pa siman. Esnan cu mester les Ingles lo haya esaki.

Comisionnan reconoci di ayuda y autoridadnan di gohierro di Estados Unidos a worde pidi pa tuma contacto cu e compania mes ora cu anterior empleadonan di MAORT yega.

Ehecentivonan di relacionnan entre empleado di e compania a hisa cu ta imposible pa pronostica quanto refugido Hungaro lo worde asisti segun e plan.

Inglesnan Adventuroso

Biaheronan Ariba Yacht A Descansa na Lago

Un viaje cu a cuminza na Inglaterra na September 1956 y lo caba na New Zealand banda di di e anja aki a worde interrumpe brevemente door di un stop reciente den haaf di San Nicolas. E medio di transportacion no tabata un bapor luhoso of aeroplano; e tabata un yacht di 39 pia cu casi como e unico medio di energia un bela, y e tripulacion tabata consisti di solamente dos homber.

Donjo y captan tabata Dr. John Evans, un homber di medicina na pension kende a muuda di Inglaterra pa New Zealand siete of ocho anja pasá: su companjero tabata Eric Pammont, kende anja pasá a completa su servicio militar den Ehercito Ingles, y awor ta planeando un bida nobo den Pacifico. E tareanan di kokki, labrador di tayó, sturman, nátroos y tur otro cos generalmente tabata worde parti.

A tuma Kochab 33 dia pa cruza Atlantico for di Lissabon pa Barbados. E motibo pa e tardanza — "bo por haciele facilmente den 20 dia," Dr. Evans a bisa casualmente — tabata varios periodo di calmo cu tabata tene e bela slap. Desde Barbados nan dos ta cruza den Caribe; na Bonaire nan a encontra L. A. Pommeroy di Lago, kende a bisa nan pa no laga di para na San Nicolas.

Nabegando bao bela completo, cual ta inclui un di 1000 pia cuadrá, Kochab por hiza 1800 pia di bela, cual por duna e barco chikito un velocidad di siete milla pa ora. Tin tambe un motor auxiliar abordo y 350 galon di combustible.

Un barco bon firme, Kochab a worde trahá specialmente pa Dr. Evans den un estalleria Ingles pa un prijs cerca \$ 20.000. Ora e ta bon cargá cu tripulacion, combustible, awa (53 galon), cuminda (casi tutu na bleku) y buki, Kochab ta move como 10 ton di awa.

E cantidad di awa cu por worde hiba ta zona poco, pero Dr. Evans y Eric ta haya cu e ta bon. Nan ta feita cu nabaja electrico, laba tayo cu awa salo, y awa salo ta worde usá tambe pa cushion y laba panja; banjo nan no ta tuma asina frecuente manera ora nan ta na terra. E uso principal di awa dushi tur dia ta pa trahamento di thee.

Small Voyager Rests Here

A trip that started in England in September, 1956 and will end in New Zealand late this year was briefly interrupted by a recent stop in San Nicolas Harbor. The transportation was not a cruise ship or aircraft; it was a 39-foot yacht, powered almost exclusively by sail, and the crew was composed of just two men.

Owner and skipper was Dr. John Evans, a retired medical man, who moved from England to New Zealand seven or eight years ago; first mate, and deckhand was Eric Pammont, who last year completed his



THE YACHT Kochab is dwarfed by the bulk of the Esso Burlington as she rides at dockside.

E YACHT Kochab ta keda chikito cerca e bulto di Esso Burlington den haaf.

Kids In Curacao To Receive "News"

Remember reading about those Aruba kids in Curacao who were treated to a Christmas through the energy and will of young Alicia MacDonald? Well, those youngsters on the sister island will now be able to read about the show Miss MacDonald put on for them, and can keep up with the other news of Aruba through the medium of the Esso News.

Five institutions in which the young folks are living have been put on the Esso News' mailing list. They are Curacao's Boys Town, St. Vincentius' Institution, St. Joseph's Home, Mgr. Verriet Institution and the Government Corrective Home.

Now the children can hear from home regularly.

St. Martin Hotel Site Planned

A permanent self-supporting community of residences and tourist hotels is planned for the island of St. Martin. The Lavaetz Land Development Organization of the Virgin Islands has bought nearly 2000 acres on the island. The land will be sold as lots to hold a maximum of 250 homes and five hotels; land owners will hold a minimum of \$ 2000 worth of shares in the hotel company.

Planned also are a shopping center, an area for service staff, piers and The company will act as agent for house owners absent from the island for long periods of time. No date has been set for the beginning of the project.

Antonio M. Alemany

Antonio Miguel Alemany, chef in the Dining Hall, died in New York Jan. 24. A native of Baleares, Spain, Mr. Alemany had over 20 years of Lago service. He is survived by his widow and son.

Antonio Miguel Alemany, chef in the Dining Hall, a muri na New York Jan. 24. Nativo de Baleares, Spanja, Sr. Alemany tabatin mas di 20 anja di servicio cu Lago. El a laga atras su viuda y un yiu.

told them to be sure to stop in San Nicolas.

Underway and under full sail, which includes a 1000 square foot spinnaker, the Kochab can pack on 1800 square feet of canvas, which can push the little craft along at a steady seven knots an hour. There is also an auxiliary engine aboard and 350 gallons of fuel.

An amazingly compact vessel, the Kochab was built expressly for Dr. Evans in an English shipyard for a price close to \$20,000. When fully loaded with crew, fuel, water supply (53 gallons), food (almost all canned) and books, the Kochab displaces about 10 tons.

The water supply sounds on the small side, but Dr. Evans and Eric find that it's ample. Shaving is done by electric razor, dishes washed in sea water, and sea water is also used for cooking and laundry, and showers are not as frequent as would be the case ashore. The on'y major use of the tiny fresh water supply is for daily tea.

Aboard there is not much time for leisure because of the press of operating a running ship. Sails must be set or trimmed, there has to be a helmsman, somebody has to fix meals, clean up afterward and keep the ship scrubbed down, listen to weather broadcast on their receiving set, do the navigating and keep the charts in order. But in case there is loafing time, the Kochab carries a small library of paper-backed books, which are constantly being exchanged with other ships. (The number of small ocean-going yachts is increasing all the time.)

From Aruba, the Kochab set a course for Panama, and from there to Los Angeles, Honolulu, and Tahiti. The captain and crew hope to be in New Zealand by Christmas.

Promocionnan den Process, Colony Service Anunciá

Promocion di K. E. Springer pa division superintendent den Process ta encabeza un lista di seis promocion anuncí recientemente door di Process y Colony Service Department.

Otro cambionan tabata incui promoción di L. F. Ballard pa assistant division superintendent, Proces-LOF, R. C. Busacker pa process foreman, LOF, A. J. Sauvageot pa chef-Dining Hall, A. M. Viau, chef-Hospital Kitchen, y H. L. Dammers pa assistant supervisor, Colony Commissary.

Sr. Springer a drenta servicio di

Lago na 1934 como operator, terce-

ra clase, y den c siguiente tres anja

a pasa door di gruponan di primera

y scgunda clase. Na Januari 1939

el a bira shift breaker, y despues den

anja assistant shift foreman. Pa

un periodo di casi tres luna na 1940

el a worde transferi di La Salina co-

mo assistant general superintendent.

Na 1946 el a worde promovi pa shift

foreman, y na 1950 pa process fore-

man. Sr. Springer a bira assistant

division superintendent na Juny 1953.

El a actua como division superinten-

dent cuminzando na Mei 1956 tempo

cu H. V. Locker a worde promovi

pa hefe di Process Department, re-

emplazando G. L. MacNutt, kende a

bira Mechanical Superintendent.

Sr. Ballard a bini Aruba como stu-

dent engineer, TSD, despues di tra-

ha seis luna como un empleado di

Standard Oil Co. (N.J.). Tempo cu el

a bai pa servicio militar na Decem-

ber 1942 el tabata shift leader. Bol-

biendo Aruba despues di guerra, el a

traha como chemist A den TSD y

na November 1946 el a worde pro-

movi pa group head B. El a trans-

feri di laboratorio pa Process na Ja-

nuari 1952 como technical assistant,

y na Juli 1953, el a worde promovi

pa process foreman, blending.

Seis luna di empleo cu Standard Oil

Development Company a precedi e

transfer di Sr. Busacker pa Aruba na

December 1948 como junior engi-

neer. Promocionnan den TSD-Pro-

cess tabata inclui chemical engineer

C, engineer B y engineer A. Na

September 1955 el a pasa pa Pro-

cess como technical assistant. E

promocionnan di Srs. Springer, Bal-
lard y Busacker den Process a dren-
ta na vigor efectivo Feb. 1.

E promer trabao di Sr. Sauvageot
na Lago tabata supervising cook
den Dining Hall na October 1944.
Na Juli 1948 el a bira head cook,
y na Mei 1954 el a worde promovi
chef-hospital kitchen.

E carera di Sr. Viau na Lago ta
casi igual na esun di Sr. Sauvageot.
El a cuminza traha na Februaru 1947
como supervising cook na Dining
Hall, y a move pa head cook aya na
Juli 1948.

Sr. Dammers a pasa su 16 anja di
servicio cu Lago den comisionan.
El a cuminza na Januari 1941 como
apprentice clerk C den Lago Com-
missary. Na 1945 el a worde avan-
za for di apprentice clerk A pa
junior clerk, y a traha subsequentemente
como checker y dry storage
clerk. El a worde promovi pa as-
sistant supervisor, Lago Commissary
na Juli 1954. Dos vez promer el a
yega di actua como supervisor, Col-
ony Commissary, lo mas reciente
di Mei 22, 1956, pa Jan. 31, 1957.

Muchanan na Curacao Ta Recibi "Esso News"

Bo ta corda cu bo a yega di leza
tocante e muchanan di Aruba na
Corsow cu a haya regalo di Pascu
door di energia y voluntad di Alicia
MacDonald? Wel, e hobennan aki
na nos isla hermana awor lo por leza
tocante e show cu Srita. MacDo-
nald a haci pa nan, y tene paso cu
e otro noticia di Aruba pa medio di
Esso News.

Cinco institucion den cual e ho-
bennan ta biba a worde poní ariba
lista di esunan cu ta recibi Esso
News. Nan ta Brakkeput, St. Vin-
centius Gesticht, St. Jozef School,
Mgr. Verriet y tuchthuis di gobier-
no.

Awor e muchanan por tende re-
gularmente di Aruba.



OWNER AND captain, Dr. John Evans poses aboard his craft during a brief respite in San Nicolas Harbor late last month. The retired medical man and an ex-British army man are sailing the 39-foot yacht from England to New Zealand.

DONJO Y captan, Dr. John Evans, ta posa abordo di e barco durante un posada chikito den haaf di San Nicolas fin di luna pasá. E medico retirá y un solda ex-Ingles ta nabegando e barco for di Inglaterra pa New Zealand.



MADE FAST to the tanker, the tng keeps a tight rein on her as they approach the dock carefully. The launch in front brings the ship's lines to shore.

BON MARA na e tanquero, e remolcador ta te-nele stijf mientras nan ta acerca e waaf enida-dosamente. E lancha adilanti ta trece cabuya di e bapornan terra.



SALT AIR and spray can eat a coat of paint quickly. Tug skippers are the same as nautical men everywhere, so they insist on a clean and tidy ship.

AIRE SALO di lamar por corta un capa di verf. Captan di remolcadornan ta mescos en hombernan nantico tur camina, y pesey ta insisti arriba barco limpi.

SISTER SHIPS, each powered by 1600 horsepower diesels, are caught in a rare moment of repose. These are the Esso San Nicolas (right) and the Esso Oranjestad.

BARCONAN MECOS, cada un cu 1600 forza di cabai cu motor diesel, ta munistrá aki na e rara vez en nan tin sosiego. Nan ta Esso San Nicolas (handa drechi) y Esso Oranjestad.



LAGO'S BUSY BOATS



CAPTAIN Arthur Scott, aboard the Esso San Nicolas, takes up his favorite wheelhouse position. The life belt is standard required equipment during a fire drill, when this picture was made.

CAPTAN Arthur Scott, abordo di Esso San Nicolas, ta tuma su posicion favorito den su cabina. E salbabida ta equipo standard durante entrenamiento pa paga candela, ora cu e retrato aki a worde sacá.

A telephone rings in the wheelhouse. The captain picks up the receiver, listens, repeats a few words and hangs up. In such a prosaic way begins another of the little adventures that make up Lago's tugboat operations, an adventure of bringing in a ship to load or unload at the docks in San Nicolas Harbor.

The tug captain waits until the pilot has boarded the inbound ship and then moves off slowly to moor at one of the dolphins in the harbor entrance. And when the ship looms up alongside, the tugs slip their lines gently and ease into the channel to nudge and push and edge the big ship to berth. It is the same operation that Lago's skilled tugboat men ran through well over 3500 times last year.

That many ships entered the harbor and left it last year, and each of them required the services of at least two of Lago's four tugs. (Two are the 105-foot-long Esso San Nicolas and Esso Oranjestad, less than two years old; the others - Fontein and Linda - are smaller, older, used only for lighter ships like lake tankers.)

Harbor operations are controlled from the Marine Tower, from where the tng skippers get their phone calls to action. They indicate to the tugs what ship is coming and at what pier it should be docked. Both of the large tugs generally handle an inbound ship, one on one side, and one on the other. Aboard the big ship, the pilot has assumed direction of the operation after the tugs have made fast alongside and passed over various papers for the captain to sign. Once inside the harbor the tanker keeps her own power, but just barely enough to keep her moving. The tugs, flitting from side to side if necessary, do the actual pushing and pulling. Directing this procedure the pilot, like the conductor of an orchestra, can call on either tug for more pressure or less, or to pull away, or even tell them the job is finished. This is all done through a complex series of whistle signals; when the ship is safely docked and the pilot signals it, the tugs will answer on their own whistles with a cheerful series of blasts. No matter how often the job is done or how much skill is expended on it, there is a great satisfaction, not to say relief, that another ship load of inflammable material is safely put down.

There have been tugs in the harbor almost as long as the harbor has been here. One of the first was

the old Delaplaine that came here from Mexico and remained in active service up until two three years ago.

Playing shepherd to inbound and outbound ships isn't all our tugs do to earn their keep. Four or five times a year at least they are called on to pick seamen cast adrift or fishermen who went out far. In 1954, Tug Captain Joe Fernando took part in the rescue of 16 men from the sinking Rio Tinto 25 miles off Aruba when he jockeyed the tug Colorado Point in close enough to take the men off. Just last year the Esso San Nicolas went out as far as Monkey's Island, 50 miles away, to give help to another ship in distress. Often ships will lie off the harbor and use Lago tugs to bring aboard spare parts, or in many cases, take off sick seamen to get them to the hospital. There are times when one tug might have to slip down to Oranjestad to help dock a Grace Line ship, or to do a bunkering job. This involves towing a loaded barge to Oranjestad and seeing that it's made secure alongside the ship to be fueled.

And in the days before the French shut down their Devil's Island prison off French Guiana, it wasn't uncommon for the tugs to pick up dugout canoes or makeshift craft with several persons who might have been escapees, no one was ever tactful enough to ask, and eventually they were sent on their way with their boats repaired and filled with stored food.

Now all of this activity calls for a high degree of nautical skill, and the nine tugboat captains have it in full measure. In addition to Captain Fernando they are A. H. Scott, H. J. Turner, A. E. F. R. P. Jackson, W. R. Constable, J. Hill, J. A. McNeill, and L. Wise. Holding master's licenses, all are former lake fleet captains.

The tug crews, too, are ex-lake tanker men, and the tug engineers are former shipyard employees. So the operation and maintenance of the tugs is in competent hands.

Some measure of their skill, and one in which they take a justifiable pride, is found in the way they handled the huge Al-Malik Saud Al-Awal which she called here last year. The two big tugs brought her in and took her out without any help, in which one captain described as a perfect job. When she called at Rotterdam, she needed 13 tugs to do the job. Lago's men know their business.



TANKER AND tug come alongside and make fast in a delicate and smooth operation that calls for skill and a steady hand on the wheel; cautious but not timid, bold but not reckless.

TANQUERO Y remolcador ta acerca otro y ta mara den un operacion delicado cu ta demanda competencia y un man firme arriba timon: envidioso, pero no timido, halante pero no riskante.



TWO QUARTERMASTERS handle the rope situation on the tug. Every now and then one breaks; then it's time to look out.

DOS QUARTERMASTER ta traha cu e cabuya arriba e remolcador. De vez en cuando un ta kibra; y e ora mester tin cuidao.

Barconan Bezig

Telefoon ta ring den cabina di captan. E captan ta lamtele, scucha, repiti algun palabra y bolbe por n'e abao. Asina ta cuminza un otro di e aventuranan chikito cu ta haci operacionnan di remolcadornan di Lago, un aventura pa trece aden un bapor carga of descarga na waaf.

E captan di remolcador ta warda te ora e loods a subi bordo di un bapor cu ta drenta y despues ta bai poco poco bai capia na un di e dolphins na entrada di haaf. Y ora e bapor bini un banda, e remolcadornan ta pasa nan cabuya gentilmente y ta cuminza stoot, pusha y hala e bapor grandi pa su lugar di mara. Esaki ta e mes un operacion cu e competente trahadornan arriba remolcador a haci mas cu 3500 vez anja pasá na Lago.

Asina hopi bapor a drenta haaf y bolbe sali anja pasá, y cada un di nan tabatin mester servicio di a lo menos dos di e cuatro remolcadornan di Lago. (Dos di nan ta ESSO San Nicolas y ESSO Oranjestad, di 105 piu di largura y menos cu dos anja bieuw; e otro dos - Fontein y Linda - ta mas chikito, mas bieuw, cu ta worde usá solamente pa bapornan mas lher.)

Operacionnan den haaf ta worde controlá for di

den Marine Tower, for di una captannan di remolcador ta recibi e yamadan pa sali. Nan ta indica na e remolcadornan cual bapor ta bini y na cual pier e mester hanera. Tur dos e remolcadornan grandi generalmente ta trata cu un bapor cu ta drenta, un na cada banda. Abordo di e bapor grandi e loods a tuma over despues cu e remolcador a mara un banda y a entrega varios papel pa e captan firma. Una vez paden di haaf e tanquero ta mantene su mes forza, pero net bastante pa tene'le na movement. E remolcadornan, cambiando di un banda pa otro si ta necesario, ta pusha y hala. Dirigiendo e procedimiento aki e loods, mescos cu conductor di un orchestra, por pidi cualquier remolcador pa mas presion of pa menos, of pa hala afor, of hasta bisa nan cu e trabao ta eta. Tur esaki ta socede pa medio di un sistema complicá di senjal cu pitro; ora e barco ta salbo den haaf y e loods duna senjal, e remolcadornan ta contesta arriba nan mes pitro cu algun senjal alegre. Maske caunto vez e trabao worde haci de cauento habilidad e tuma, tin un gran satisaccion, pa no bisa, alivio, cu un otro carga di material inflamable ta salbo den haaf atrobe.

(Continua na pagina 6)



CHECKING THE power, the engineer waits for a telegraph signal from the skipper in the wheelhouse.

CONTROLANDO e forza, e maquinista ta warda un senjal arriba e telegraaf for di e captan den su cabina.



OM THE wheelhouse the captain can really look down on the deck of a loaded ship. There is mutual interest in the ships from both decks.

FOR DI e cabina di e remolcador e captan por waak arriba dek di un tanquero cargá. Tin interes mutuo pa e barconan for di hombernan di ambos dek.



ANOTHER JOB accomplished, the tug returns to the launch dock and ties up. Soon, perhaps in a few minutes, another call will come, and they'll be off again.

UN OTRO TRABAO cumplí, e remolcador ta holbe pa launch dock y ta mara. Pronto, podiser den algun minunt, un otro yamada ta bini, y atrobe nan lo ta afor.

"De Zeven Provinciën" A Bishita Aruba

Bapor di Guerra Holandes

A Bishita Isla Segundo Bes

Como 770 oficial y tripulantenan di Hr. Ms. De Zeven Provinciën a baha na terra mientras e bapor di guerra Holandes tabata den haaf di Oranjestad fin di siman pasá. E bapor di guerra grandi, largo -- den opio vista, e orguyo di Marina Holandes -- a hanera na Oranjestad ariba su segunda bishita na Aruba. E ta ariba un viaje di entrenamiento y a sali for di aki Feb. 4 cu des-tino pa Venezuela.

"De Zeven Provinciën" a yega Feb. 2 y apena su cabuyanan a worde mará y ya e tripulacion tabata mezclá den un sucesion di actividadnan speacial. Den e programa di recreacion pa e marineronan tabatin un wega di hockey entre equipo di e barco y un equipo consistiendo di mariniers stacioná na Aruba y ci-vilnan cual e bishitanenan a gana

De Zeven Provinciën

(Continued from page 1)
referred to her as one of the most modern naval crafts afloat today.

She is 185.7 meters long, 17.25 meters wide and has an average draft of 6.4 meters. Her twin screws are able to propell her through the waters of the world at a maximum speed of 32 knots. Her firepower includes 6-inch guns and batteries of smaller surface and anti-aircraft guns. She is also completely equipped with the latest navigation and detection equipment.

Hr. Ms. de Zeven Provincien is one of four cruisers in the Netherlands navy. She was built by the Rotterdam Drydock Co., Inc., and christened by Queen Juliana Aug. 22, 1950.

Actually plans for her construction were laid before World War II. The Hitler-devised conflagration that engulfed Europe halted her construction. Construction was started again during Holland's post-war reconstruction. Following the years that were spent properly outfitting her, she came to Aruba in 1954 on her maiden voyage. This voyage also took in a trip to the United States where she was honored at the United States Naval Academy at Annapolis, Maryland.

The name of the ship is an extremely proud one in the lore of the Netherlands navy. This is the seventh craft to hear the name. The first was constructed in 1643 when the Netherlands navy was a power roaming the seven seas of the world. The name comes from the seven provinces that made up what then was the Netherlands, although in the 17th century the Netherlands was more oft-than-not referred to as the United Provinces.

The second ship to bear this proud name was the flagship of one of the Netherlands' most famous admirals, that leads to Queen Juliana.

Barconan Bezig

(Continua na pagina 5)

Remoleadornan ta traha den haaf durante casi henter e tempo cu haaf t'ey. Un di e promernan tabata Delaplaine bieuw, un remolcador cu a bini aki for di Mexico y a keda na servicio te dos of tres anja pasá.

Drenta y saca bapor no ta tur lo-ke nos remoleadornan ta haci pa nan pan. Cuatro of cinco vez pa anja por lo menos nan ta worde ya-má pa recoge nabagantenan cu ta drief of pescadornan cu a bai mucho leuw. Na 1954 Captan Joe Fernan-do a tuma parti den salbamento di 16 homber for di ariba Rio Tinto cu tabata bai sink 25 milla dilanti Aruba ora el a hala e remoleador Colorado Point bastante cerca pa recoge e hombernan. Anja pasá Eso San Nicolas a bai te Islanan Monki, 50 milla leuw, pa yuda un otro bapor na peligro. Hopi vez bapornan ta hanera dilanti haaf y usa remoleadornan di Lago pa trece pieza abordo, of den hopi instante, tuma marineronan enfermo pa hiba hospital. De vez en cuando un remoleador mestor hai Oranjestad pa yuda dren-ta un bapor di Grace Line, of pa asisti den bunkermento. Esaki ta involve toumento di un barge car-gá pa Oranjestad y mira pa e wor-de mará canto di e bapor cu mester tuma bunker. E viaje generalmen-

te ta tuma mas of menos un ora. Y den e dianan promer cu e Fran-cesenian a cerrá nan famoso prison ariha Devil's Island dilanti Guyana Frances, tabata costumber di e remoleadornan recoge canoa cortá for di den tronconan di palo y otro sorto di vlot cu hende aden cu podiser a huy; ningun hende nunca tabata asina sin tactico pa puntra y eventualmente nan tabata hai atrobe cu nan boto drechá y yená eu cuminda.

Tur e actividad aki ta tuma un multitud di competencia nautico, lo-ke tur nnebe captan di remolcador tin plenamente. Captain Fernando ta esun eu mas hopi tempo, y e otro-nan ta A. H. Scott, H. J. Turner, A. E. Fax, R. P. Jackson, W. R. Con-stable, J. Hill, J. A. Mitchell, y L. Wise. Tur tabata anterior captan den Lake Fleet.

Un ehemplo di nan competencia, pa cual cu razon nan ta orguyoso, ta e modo den cual nan a trata cu Al-Malik Saud Al-Awal ora el a drenta aki anja pasá. E dos remoleadornan grandi a trece'le aden y bolbe sake'le sin ayudo. Un tra-bao perfecto, manera un captan a bisa. Ora el a yega Rotterdam, tabatin mester di 13 remolcador pa ha-ci e mes trabao. Hendenan di La-go sabi nan trabao.

seguridad pa traha, biba y bringa a worde traha den e cruceiro ultra-moderno aki. Asina tanto cu hopi co-rrant Frances y Ingles a yega di refiri na dje como e bapor di guerra mas moderno eu ta nabega awen-tempo.

E ta 185.7 metro largo, 17.25 me-tro hancho y tin un callado promedio di 6.4 metro. Su schroef dobbel por mande'le cu un velocidad di 32 milla atravez di awanan di mundo. Su eayonnant a di seis duim y me-nos y e tin artilleria contra aeropla-no. Tambe e tin e ultimo equiponan di navegacion.

HMS "De Zeven Provinciën" ta un di cuatro crucero den marina Holandes. El a worde traha door di Compania di Astilleria di Rotterdam y a worde bautiza pa Reina Juliana Aug. 22, 1950. En efecto, e plan-nan pa su construccion tabata di promer cu Guerra Mundial II. E incendio causá door di Hitler cual a estalla den henter Europa a para su construccion. Construccion a sigui atrobe durante e anjanan di re-construccion di Holanda. Despues di e anjanan eu a worde tumá pa equi-pe'lo propiamente, el a hini Aruba na 1954 ariba su promer viaje. E viaje aki tabata inclui tambe un viaje pa Estados Unidos unda e bapor a worde honrá na United States Naval Academy na Annapolis, Maryland.

Nomber di e bapor ta un extremamente yen di orguyo den historia marina Holandes. Esaki ta di siete bapor di guerra cu ta carga e nom-bres aki. E di promer a worde tra-

há na 1743 tempo cu marina Holan-des tabata un potencia ariba e siete lamarnan di mundo. E nomber ta origina for di e siete provincianan cu ta forma loke e tempo tahata Holan-da, maske cu den siglo 17 Holan-da tabata worde semper yamá Provincianan Unidos.

E segunda bapor cu a carga e nomber orguyoso aki tabata barco di un di e almirantenan mas famoso di Holanda, Michael Adrianzoon de Ruyter. Almirante De Ruyter tabata nabega hunto cu Almirante Maarten Tromp. (Nomber di turdos e heroenan legendario aki hunto cu di Almirante Heemskerk ta nom-ber di e tres otro cruceronan di marina Holandes actualmente.)

Tanto Almirante De Ruyter y Almirante Tromp a bira potencianan naval durante e tres guerranan Holandes di 1652 pa 1764 entre Inglaterra y Provincianan Unidos tocante poderio ariba Noordzee, terreno-nan di pesca rond di Spitzbergen y e rutanan comercial di Oost y West India y Africa. Ta masha probable cu De Ruyter a nahega en su "De Zeven Provincien" den e awanan aki durante e segunda guerra di 1664-1667. E Inglesnan a captura New Amsterdam (New York) na 1664 y en retaliation Almirante De Ruyter tabata guia atakenan ariba pose-sionnan Ingles canto di costa Afri-can y den West India, specialmen-te Barbados.

Durante di tres Guerras Holandes (1672-1674) Almirante De Ruyter tabata nabega su "De Zeven Provincien" bao Willem van Oranje.

Esso Shipping Orders Five New Tankers

The Esso Shipping Company, sea-going affiliate of the Standard Oil Co. (N.J.), has awarded a contract for the construction of five 46,000-ton tankers to the Newport News Shipbuilding & Drydock Company.

The ships, scheduled for delivery in 1960 and 1961, will be 750 feet long with a beam of 102 feet, and will have a speed of 16-1/2 knots. The total cost for the tankers, which will be used for coastal U.S. and nearby Caribbean trade (possibly Aruba), will be approximately \$70 million.

Ivan J. Gordijk

Ivan J. Gordijk, operator den Process Department, a muri na su cas na Pos Chiquito Feb. 3 merdia. Nativo di British Guiana, el tabatin mas di 13 anja di servio en companya. El a laga atras su esposa y un yin mnher.

Ivan J. Gordijk

Ivan J. Gordijk, operator in the Process Department, died at his home in Pos Chiquito at noon Feh. 3. A native of British Guiana, he had over 13 years of service with the company. He is survived by his wife and one daughter.

Schedule of Paydays 1957

LAGO OIL & TRANSPORT COMPANY, LTD.
ARUBA, NETHERLANDS ANTILLES

SEMI-MONTHLY PAYROLL			MONTHLY PAYROLL		
PERIOD	PAYDAY		PERIOD	PAYDAY	
January 1 - 15	Wednesday	January 23	January 1 - 31	Saturday	February 9
16 - 31	Friday	February 8	February 1 - 28	Saturday	March 9
February 1 - 15	Saturday	February 23	March 1 - 31	Tuesday	April 9
16 - 28	Friday	March 8	April 1 - 30	Thursday	May 9
March 1 - 15	Saturday	March 23	May 1 - 31	Saturday	June 8
16 - 31	Monday	April 8	June 1 - 30	Tuesday	July 9
April 1 - 15	Thursday	April 25	July 1 - 31	Friday	August 9
16 - 30	Wednesday	May 8	August 1 - 31	Tuesday	September 10
May 1 - 15	Thursday	May 23	September 1 - 30	Wednesday	October 9
16 - 31	Friday	June 7	October 1 - 31	Saturday	November 9
June 1 - 15	Monday	June 24	December 1 - 31	Friday	January ('58) 10
16 - 30	Monday	July 8			
July 1 - 15	Tuesday	July 23			
16 - 31	Thursday	August 8			
August 1 - 15	Friday	August 23			
16 - 31	Monday	September 9			
September 1 - 15	Monday	September 23			
16 - 30	Tuesday	October 8			
October 1 - 15	Wednesday	October 23			
16 - 31	Friday	November 8			
November 1 - 15	Saturday	November 23			
16 - 30	Monday	December 9			
December 1 - 15	Tuesday	December 24			
16 - 31	Thursday	January ('58) 9			

SEMI-MONTHLY PAYROLL

Gate No. 1 (Main Gate)

2.30 p.m. to 6.20 p.m. Weekday Paydays
11.30 a.m. to 6.20 p.m. Saturdays only
7.30 a.m. to 8.30 a.m. on day following payday
3.30 p.m. to 4.30 p.m. on day following payday
when this day is a weekday
12.00 noon to 12.30 p.m. only when day following payday is a Saturday.

Gate No. 6 (Sea Grape Grove Gate)

2.30 p.m. to 6.20 p.m. Weekday Paydays
11.30 a.m. to 1.00 p.m. Saturdays only

Wages not collected at closing times at this Gate will be transferred to Gate No. 8 (Lago Heights Gate) and will be available there until regular closing hours at that Gate.

Gate No. 8 (Lago Heights Gate)

2.30 p.m. to 6.20 p.m. Weekday Paydays
11.30 a.m. to 6.20 p.m. Saturdays only

2.30 p.m. to 6.20 p.m. Weekdays Paydays
11.30 a.m. to 6.20 p.m. Saturdays only

Gate No. 9 (Acid Plant Gate)

2.30 p.m. to 6.20 p.m. Weekdays Paydays
11.30 a.m. to 6.20 p.m. Saturdays only

Only For Those Employees Coming Off The 12 To 8 Shift And Employees T.I.Q. On Payday

8:00 A.M. to 8:30 A.M. on Semi-Monthly and Monthly Paydays at all Gates except Gate No. 6.

HOLIDAYS - 1957

January 1	New Year's Day	May 30	Ascension Day
April 19	Good Friday	June 10	Whitmonday
April 22	Easter Monday	December 15	Kingdom Day
April 30	Queen's Birthday	December 25	Christmas Day
		December 26	Boxing Day

Five Men Honored



SHAKING HANDS with Matio Koolman is A. B. Semerel who presented Mr. Koolman with a check representing a retirement gift from his fellow workers in Receiving & Shipping.

DUNANDO MAN na Matio Koolman ta A. B. Semerel kende a presenta Sr. Koolman un check representando un regalo di retiro di su companjeronan di trabao den Receiving & Shipping.



LEENDERT DRAGT receives gifts and a check from Louis Giel. Mr. Giel presented the gifts to the retiring Mr. Dragt on behalf of the machine craft employees.

LEENDERT DRAGT ta recibi regalo y un check for di Louis Giel. Sr. Giel a presenta e regalonan na nomber di empleadonan di Machinist na Sr. Dragt kende ta bai en pension.



THE DRAMA Workshop came through in DRAMA WORKSHOP a presenta den estilo sparkling style with its latest production "Tender Trap" shown at the Lago High School Jan. 24 and 25. On stage are Rickie Fisher, Allan Ariba en escenario ta Rickie Fisher, Allan Sanford, Dr. John Stritch and Carol Porter.



COMMANDER OF Hr. Ms. De Zeven Provincien is Captain A. N. Baron de Vos van Steenwijk, a veteran of many years at sea with the Netherlands navy. Also on board the famous Dutch cruiser was Commodore L. Bronwer, squadron commander. The man-of-war arrived in Oranjestad Harbor Feb. 2 and left Feb. 4.

COMANDANTE di Hr. Ms. De Zeven Provincien ta Kapitein ter Zee A. N. Baron de Vos van Steenwijk, un veterano di hopi anja ariba lamar en e Armada Neerlandes. Tambe na bordo di e kruiser famoso Holandes tabata Lieutenant Le Klasse L. Bronwer, comandante di un escuadra. E bapor di guerra a yega na Haaf di Oranjestad Feb. 2 y sali Feb. 4.

NEWS AND VIEWS

5 Homber Honrá



ANOTHER LAGO employee to receive a retirement gift was Mathias Angela of the paint craft. J. Freundel made the presentation of a rest of silver and a check from all of Mr. Angela's associates.

UN OTRO empleado di Lago en a recibi un regalo di despedida tabata Mathias Angela di Paint Craft. J. Freundel a haci e presentacion di esel di plata y un check for di tur companjeronan di Sr. Angela.



HONORING THE retirement of Paul E. Jensen at his retirement luncheon (right) were (clockwise) E. L. Wilkins, G. L. MacNutt, A. E. Krottner, President O. Mingus, Mr. Jensen, L. C. Miller, J. Hillstead and G. Ernesti.

MUNSTRANDO aclo di presencia na ocasion di comida di despedida di Paul E. Jensen ta (rond di mesa, robez pa drechi) E. L. Wilkins, G. L. MacNutt, A. E. Krottner, Presidente O. Mingus, Sr. Jensen, L. C. Miller, J. Hillstead y G. Ernesti.



FELLOW EMPLOYEES gather around J. Henriquez to join in the presentation of a check to him by B. J. Brenner. The check was made possible by contributions of pipe craft associates of Mr. Henriquez. COMPANJERONAN di trabao ta reuni rond di J. Henriquez pa observa e presentacion di un check na dje door di B. J. Brenner. E check tabata posible door di contribucionnan di companjeronan di Sr. Henriquez.



FORMER LAGO employee Kenrick Kahn (second from left), now attending Lycoming College at Williamsport, Pennsylvania, was recently elected president of the college's International Relations Club. He stands with presidents of other school organizations. A philosophy major, he is also vice-president of the Student Government Association and the John Wesley Club.

EX-EMPLEADO di Lago, Kenrick Kahn, (di dos di robez), awor na Lycoming College at Williamsport, Pennsylvania, a worte eligi recientemente como presidente di International Relations Club di e colegio. El ta munstrá aki hunto en presidente-nan di otro organizacionnan di e school. El ta un estudiante di filosofia den su ultimo anja, y el ta tambe vice-presidente di Student Government Association y John

A Long Road, But

Battlewagon's Flag Flies over Legion Post

It's a long and devious road that leads from the highest point of the battleship U.S.S. New Jersey to the flagpole of the American Legion Aruba post, and it's one not likely to be traveled more than once. Yet the trip has been made.

J. A. Jones, who left Aruba last December as a member of the Badger Construction Company, came into possession of the American flag that flew from that mighty warship, and because of its great uniqueness, regarded it as a treasure. During his stay here he became ill, and it was the American Legion and its members who came to his aid with companionship and friendship.

When it came time to depart, Mr. Jones, as a gesture of appreciation, gave the flag to the post and attached two conditions: first that it fly for the first time on Christmas Day, and second, that he receive a picture of it. Both conditions have been met.

Now enters Corporal J. R. Yard of the Lago Police Department.

Corporal Yard is one of the men who daily raise and lower the American flag at the Legion home, and as a former member of the British Army, takes a professional pride in his part of the job. At sunset, when the flag comes down, he whistles "Retreat," American equivalent of the British "The Last Post." But before lowering it, Corporal Yard make sure that anyone who might be in the post home comes to attention for the ceremony.

The Legion won't fly the Jones-New Jersey flag save on special occasions: Christmas, Fourth of July and similar occasions, first to save wear and tear on the flag and preserve it as long as possible, and second to save wear and tear on the pole, since the flag is almost too big for the pole.

Veteran Employees End Lago Service

Two veteran employees have left or are about to leave the service of the company.

Walter N. Richardson will retire March 1 as machinist A in the machinist craft. He joined Lago in February, 1928 as laborer and rose through the ranks as helper and tradesman before becoming a machinist in 1936. He is a native of Auguilla, but will remain in Aruba after retirement.

Retiring after nearly 24 years of service, Eusebio Hernandes, pipefitter helper A, served as laborer, helper and pipefitter helper. He is an Aruban and does not intend to leave the island.

Also leaving Lago are Jan S.



A. Aloj

E. Hernandez

Eman, process helper B, Process-C & LE, Albert J. Tjie Aloj, pumper, Process-LOF, and J. V. Moure, painter C, Mechanical.

Mr Eman has just over 22 years of service, having started work in January, 1935 as operator third class. He is now process helper "B".

Entering service in December, 1933, Mr. Tjie Aloj served successively as laborer, process helper and controlman in Acid & Edeleanu before moving up to pumper in LOF in February, 1951.

In just over 15 years of service Mr. Moure had no deductible absences. He worked in the Mechanical Department's yard, pipe craft, dry dock and paint craft.

Bandera Famosó Bula na Legion

Ta un camina largo y cu hopi vuelta for di e punto mas halto ariba e bapor di guerra U.S.S. New Jersey pa punto di e palo di bandera di American Legion Aruba Post, y ta un camina cu lo no worde hici mas cu un vez.

J. A. Jones, kende a laga Aruba December anja pasá como un miembro di Badger Construction Company, a obtene e bandera Americana io cu tabata bula for di e poderoso bapor di guerra aki, y pa motivo di su caracter unico, e ta worde considerá como un tesoro. Durante su permanencia aki el a bira malo, y tabata American Legion y su miembros en a acudi na dje cu amistad y carinjo.

Ora a yoga tempo pa bai, Sr. Jones, como un gesto di aprecio, a duna e bandera na e Legion y a po ne dos condicion: di promer pa e bula di promer vez ariba dia di Pascu, y segunda, en el lo recibi un portret di dje. Tur dos condicion a worde cumpli.

Awor ta drenta Corporal J. R. Yard di Lago Police Department. Corporal Yard ta un di e hombernan en tur dia ta hiza e bandera Americana na Legion Home, y como un anterior miembro di Ejercito Britanico, ta tuma un orgujo profesional den e parti aki di su trabao. Cu drentada di solo, ora e bandera ta baha, el ta fluit "Retreat," e equivalente Americano di "The Last Post" Britanico. Pero promer cu el bache, Corporal Yard ta ser segur eu cada hende cu ta den e edificio sali y duna atencion.

American Legion no ta hiza e bandera di Jones-New Jersey sino na ocasional special: Pascu, 4 di Julio y ocasional similar, di promer pa sepa gasto di e bandera y preservarle mas largo posible, y di dos, pa sepa e palo di bandera pasobrada y pasobrada e bandera ta casi mucho grande pa e palo.

NEW ARRIVALS

January 14
HUGHES, Maxine A. A. - Mech. Pipe; A daughter, Lucienne Carmene
MATILDA, Gregorio J. - Medical; A son, Felix Roberto

January 15
KUSMUS, Amado E. Col. Serv.; A son, Jeffrey Federico
DE CUBA, Antonio M. - Mech. Welding; A daughter

January 17
WERNET, Francisco - Rec. & Ship.; A daughter, Maria Antonia

January 18
CLARKE, Alford - Lago Police; A daughter, Diana Theodora
KOCK, Jeronimo E. - Mech. Pipe; A son, Orlando Roy
FLEMING, Louis A. - Mech. Garage; A son, Stanley Leonard

January 19
KOULMAN, Johannes - Col. Serv.; A son, Willem Albert

January 20
AREND'S, Jose L. - Mech. Pipe; A daughter, Anna Christina
BISLIP, Carlos B. - TSD; A daughter, Patricia Marie
GEERMAN, Pedro J. - Cracking; A daughter, Ludwina Lupita

January 21
RASMLIN, Gregorio - LOF; A daughter, Sandra Susan
CHRISTIAANS, Marcelino - Machinist; A son

January 22
CROES, Francisco - Mech. Machinist; A son, Erwin Arsenio
DINZEY, Charles L. - LOF; A daughter, Jelma Francisca
MADURO, Venancio - Cracking; A son, Cornelius Rainier

January 23
MATHESON, Leonhard - Rec. & Ship.; A son, Donald Samuel

January 24
HAVER, Ladislao - LOF; A son, Humfrey Ladislao
GOMES, Fidelio - Mech. Pipe; A son, Victor James Timoteo
KEIJLN, Jan. L. - Rec. & Ship.; A son, Marcelino Timoteo

January 26
VOEVERS, Hinneri E. - Marine; A son, Ronald Reuben

January 27
TONG, Kelvin J. - Accounting; A daughter, Myrna Lou
BOYE, Henrique D. P. - Lago Commissary; A daughter, Norma Magaly

TROMP, Juan - Mech. Paint; A daughter, Cecilia Maria
THIEL, Egisto - Rec. & Ship.; A daughter, Angela

TROMP, Anselmo - Mech. Garage & Transp.; A son, Juan Francisco

January 28
CALNAN, Edward L. - TSD Process; A son, Edward Michael

HENGGEVELD, Herbert J. - Mech. Storehouse; A daughter, Swindie Veronica

January 29
WEBELMAN, Matheo - LOF; A daughter, MARGARET

WEINDERS-POLMER, Dr. A. N. J. - Medical; A son, Pieter

MADURO, Camilio J. - Executive; A daughter

LEON, Gilberto - Mason & Insul.; A daughter, Freda Martina



WITH RAIN sweeping over them Austrian and Aruban footballers get into some violent action in their recent game in Wilhelmina Stadium. The touring Austrians won 4-3.

CU AWA YOBIENDO e futbelislanan Anstriaco y Arubano ta drenta accion violente den nan reciente wega den Wilhelmina Stadium. E Austriacon a gana 4-3.

Crack Austrian Potente Equipo Austriaco A Vence Aruba Edge Aruba

E equipo di futbol "Rapid" di Austria, ganadornan di e campeonato Centro-Europeano tres anja segunda, si encontra un equipo selecta di estrella di Aruba Jan. 25 y por poco a saca un vitorio, 4-3.

Rapid, actualmente ariba un jira grandi, tabata campeon di Austria no menos cu 20 vez den su 58 anja di historia. Ocho di e diez hombernan en ta viaja a lunga den e oncesa nacional Austria. Un dia nan, Alfred Korner, a hunga 13 vez den e equipo naciona.

E wega cu a tuma lugar den un caida constante di ava den Wilhelmina Stadium, tabata uno pretu. Aruba a enminza score tempran ora J. Jansen a pasa di promer cu solamente 20 seconde di wega. E delantero a worle mienti pa 10 minuit te ora Alfred Körner a seore pa e bishtantenan. Algun momento despues Mosaroch a haya e promer di su dos goalan y a pone Austria den delantero, cual nan no a perde mas.

Robert Dienst made it 3-1 Austria before Aruba's C. Helder scored just before the first half ended.

In the second half, Austria's Golobie kicked one into his own goal, scoring for Aruba. Mosaroch finished off the scoring late in the game.

The Rapid split 2-0 decision in two games with the Curacao all stars.

Robert Dienst a hac e score 3-1 a favor di Austria, promer cu C. Helder di Aruba a anota promer en e periodo di sociego.

Den segunda mitar, e Anstriaco G. Göbel a manda im den su mes goal,

y a anota pa Aruba. Mosaroch a

haci e anotacion 4-3 casi na fin di wega.

Den su weganan cu Curacao Ra-

pa a gana un wega y perde un; tur

los cu anotacion di 2-0

Aruba Weightlifters Win In Colombia

Tres promer premio y di dos segunda premio hunto cu un total di 3335 liber a duna hizadornan di peso di Aruba en victoria dei competicion reciente cu liga Atlantico na Colombia. Varios di e hizadornan Colombiano a eaba di yega for di Olypiada na Melbourne.

Den clase di peso completo, E. Vorst a sali na promer lugar cu 760 liber. M. Livingston a gana medio completo sin competicion eu 470, y J. Pemberton a gana promer den competicion semi-pesado cu 775.

Segunda puestonan a worde ganá pa Aruba door di B. Inesias den clase mediano cu un total di 655 liber, y den clase semi-pesado door di E. Tross, kende tabatin un total di 675 liber.

Colombia a gana e mes cantidad di evento, pero a perde contra e atletanan di Aruba ariba base di peso total hisá, 3335 pa 3050. J. Pemberton a worde aplandi como e entraida sobresaliente den e competicion pa motivo eu el a iguala e record nacional Colombiano cu 775 liber den clase semi-pesado.

Colombia won the same number of events, but lost to the Aruba athletes on the basis of total weight lifted, 3335 to 3050.

J. Pemberton was hailed as the outstanding entry in the match by equalling the Colombian National record with 775 pounds in the light-heavy class.



FLASHING COLOR in the late afternoon sun the American flag at the American Legion post is hauled down by Corporal J. R. Yard of the Lago Police. Corporal Yard, a former British soldier, makes the daily occasion a ceremonial one by whistling the traditional "Retreat." The flag shown here formerly flew over the USS New Jersey, and flies at the post home only on special occasions.

CU SI COLORAN brillando den e solo drentando di atardi e bandera Americana na American Legion ta worde baha door di Corporal J. R. Yard di Lago Police. Corporal Yard, un anterior soldado Britanico, ta haci e ocasion diario un ceremonia door di fluit e tradicional "Retreat." E bandera munstrá aki anteriormente tahata bula ariba USS New Jersey, y ta bula na American Legion solamente na ocasional special.